

WHAT IS CLAIMED IS:

1. A hybrid type vehicle drive control device, comprising:
a generator connected differentially rotatably and mechanically to an engine;
a generator fixing mechanism for stopping the rotation of said generator mechanically;
braking state decision means for deciding a braking state by a braking brake;
and
release control means for releasing said generator fixing mechanism when it is decided that an abrupt braking has been performed.
2. A hybrid type vehicle drive control device according to Claim 1, wherein said release control means releases said generator fixing mechanism after the start of a buckling torque control using an engine torque correspondence as a generator target torque.
3. A hybrid type vehicle drive control device according to Claim 1, wherein said release control means performs a zero rotation control by setting a generator target speed to zero in accordance with the release of said generator fixing mechanism.
4. A hybrid type vehicle drive control device according to Claim 1, wherein an ordinary release means of said release control means performs an ordinary release to perform a buckling torque control using an engine torque correspondence as a generator target torque, then to release said generator fixing mechanism, and to perform a zero rotation control by setting a generator target speed to zero.
5. A hybrid type vehicle drive control device according to Claim 4, wherein said ordinary release means performs the zero rotation control and then a generator speed control.
6. A hybrid type vehicle drive control device according to Claim 1, wherein a quasi-abrupt release means of said release control means begins a quasi-abrupt release to perform a buckling torque control using an engine torque correspondence as a generator target torque, then to release said generator fixing mechanism, and to perform a zero rotation control by setting a generator target speed to zero.
7. A hybrid type vehicle drive control device according to Claim 6, wherein said quasi-abrupt release means performs the zero rotation control and then a generator speed control.
8. A hybrid type vehicle drive control device according to Claim 6, wherein in said quasi-abrupt release, a release time from the start of said buckling torque control to the start of the zero rotation control and a release time from the start to the end of said zero rotation control are set shorter than individual release times in an ordinary release.

9. A hybrid type vehicle drive control device according to Claim 8, wherein said generator fixing mechanism is activated by an oil pressure, and wherein said individual release times are set to correspond to the oil temperature of said generator fixing mechanism.

10. A hybrid type vehicle drive control device according to Claim 1, wherein an abrupt release means of said release control means begins an abrupt release to perform a buckling torque control using an engine torque correspondence as a generator target torque and then to release said generator fixing mechanism.

11. A hybrid type vehicle drive control device according to Claim 10, wherein said abrupt release means releases said generator fixing mechanism, and performs a generator speed control.

12. A hybrid type vehicle drive control device according to Claim 10, wherein in said abrupt release, a release time from the start to the end of said buckling torque control is set shorter than individual release times in a quasi-abrupt release.

13. A hybrid type vehicle drive control device according to claim 1, wherein the release control means controls releasing said generator fixing mechanism in a mode set to correspond to a deceleration, when it is decided that the abrupt braking has been performed.

14. A hybrid type vehicle drive control device according to Claim 13, wherein said release control means performs a release, the schedule of which is set different to correspond to the deceleration.

15. A hybrid type vehicle drive control device according to Claim 14, wherein said deceleration is calculated on the basis of a variation of the speed of a predetermined rotary member.

16. A hybrid type vehicle drive control device according to Claim 13, wherein said release control means selects at least one of an ordinary release, a quasi-abrupt release and an abrupt release on the basis of the deceleration.

17. A hybrid type vehicle drive control device according to Claim 13, wherein said deceleration is calculated on the basis of a variation of the speed of a predetermined rotary member.

18. A hybrid type vehicle drive control device according to Claim 13, wherein said release control means releases said generator fixing mechanism after a start of a buckling torque control using an engine torque correspondence as a generator target torque.

19. A hybrid type vehicle drive control device according to Claim 13, wherein said release control means performs a zero rotation control by setting a generator target speed to zero in accordance with the release of said generator fixing mechanism.

20. A hybrid type vehicle drive control device according to Claim 13, wherein an ordinary release means of said release control means performs an ordinary release to perform a buckling torque control using an engine torque correspondence as a generator target torque, then to release said generator fixing mechanism, and to perform a zero rotation control by setting a generator target speed to zero.

21. A hybrid type vehicle drive control device according to Claim 20, wherein said ordinary release means performs the zero rotation control and then a generator speed control.

22. A hybrid type vehicle drive control device according to Claim 13, wherein a quasi-abrupt release means of said release control means begins a quasi-abrupt release to perform a buckling torque control using an engine torque correspondence as a generator target torque, then to release said generator fixing mechanism, and to perform a zero rotation control by setting a generator target speed to zero.

23. A hybrid type vehicle drive control device according to Claim 22, wherein said quasi-abrupt release means performs the zero rotation control and then a generator speed control.

24. A hybrid type vehicle drive control device according to Claim 22, wherein in said quasi-abrupt release, a release time from the start of said buckling torque control to the start of the zero rotation control and a release time from the start to the end of said zero rotation control are set shorter than individual release times in an ordinary release.

25. A hybrid type vehicle drive control device according to Claim 24, wherein said generator fixing mechanism is activated by an oil pressure, and wherein said individual release times are set to correspond to the oil temperature of said generator fixing mechanism.

26. A hybrid type vehicle drive control device according to Claim 13, wherein an abrupt release means of said release control means begins an abrupt release to perform a buckling torque control using an engine torque correspondence as a generator target torque and then to release said generator fixing mechanism.

27. A hybrid type vehicle drive control device according to Claim 26, wherein said abrupt release means releases said generator fixing mechanism, and performs a generator speed control.

28. A hybrid type vehicle drive control device according to Claim 15, wherein in an abrupt release, a release time from the start to the end of said buckling torque control is set shorter than individual release times in a quasi-abrupt release.

29. A hybrid type vehicle drive control method, wherein a braking state by a braking brake is decided by mechanically stopping the rotation of a generator connected

differentially rotatably and mechanically to an engine, and wherein a generator fixing mechanism is released when it is decided that an abrupt braking has been performed.

30. A hybrid type vehicle drive control method according to claim 29, wherein the generator fixing mechanism is released in a mode set to correspond to a deceleration, when it is decided that the abrupt braking has been performed.

31. A program for a hybrid type vehicle drive control method, wherein a computer functions as a braking state decision means for determining a braking state by a braking brake, and release control means for releasing a generator fixing mechanism when it is decided that an abrupt braking has been performed.

32. A program for a hybrid type vehicle drive control method according to claim 31, wherein the release control means controls releasing the generator fixing mechanism in a mode set to correspond to a deceleration, when it is decided that the abrupt braking has been performed.

33. A hybrid type vehicle drive control device, comprising:
a generator connected differentially rotatably and mechanically to an engine;
a generator fixing mechanism for stopping the rotation of said generator mechanically;
braking state decision unit that decides a braking state by a braking brake; and
release control unit that controls releasing said generator fixing mechanism when it is decided that an abrupt braking has been performed.

34. A hybrid type vehicle drive control device according to claim 1, wherein the release control unit controls releasing said generator fixing mechanism in a mode set to correspond to a deceleration, when it is decided that the abrupt braking has been performed.